

ELKS SWARM NORTH IN "POPPY SPECIAL"

Train of Seven Cars to Leave Los Angeles for Portland Friday.

COAST STEAMERS CROWDED

Angel City Lodge Sending Fine Drill Team—New Orleans Delegation Now En Route—Travel From California Is Heavy.

LOS ANGELES, July 2.—(Special.)—The "Poppy Pickers" special is the name of the train de luxe which will carry Los Angeles, Santa Barbara, Santa Monica and Long Beach Elks to the big doling at Portland next week.

The special will leave Friday morning at 9 o'clock, and will be composed of seven sleepers, a buffet, observation car, two diners and a baggage car.

Every car is hand-picked and the most obtainable. The train is scheduled to reach Portland at 10 o'clock Sunday morning, and reservations are already sufficiently numerous to guarantee a lively trip.

The special derives its name from the crack drill team of Elks Lodge No. 99, which is known as the Poppy Pickers. One sleeper is assigned to the exclusive use of this part of the delegation, and it is understood that the Pullman Company has offered a premium for the safe delivery of the Poppy Pickers' car at its destination.

The uniform to be worn by members of the Los Angeles lodges, other than the Poppy Pickers, will be white flannel suits, white shoes and straw sailor hats, this uniform to be worn on parade day.

Every passenger accommodation on steamers bound for Portland yesterday and today was taken. Nearly every berth is occupied by an Elk. Every Elk lodge in Southern California is well represented on the Roanoke and Bear, and about 60 Elks left on the Klamath.

The New Orleans delegation of Elks on their way to Portland will arrive in Los Angeles tomorrow morning. They will leave here tomorrow night at 8 o'clock.

ELKS AT SALEM PRACTICE

Capital City Lodge Will Parade in Portland 200 Strong.

SALEM, Or., July 2.—(Special.)—Two hundred Elks tonight took their first practice drills through the streets of the city preparatory to the grand lodge parade at Portland.

The Salem Elks will be handsomely uniformed and it is probable there will be a much larger number before the grand lodge meets who will enroll to participate in the parade. There are 800 Salem Elks.

WATER DISPUTE ADJUSTED

Supreme Court Renders Decision in Umatilla Case.

SALEM, Or., July 2.—(Special.)—Adjudication of water rights on the Little Walla Walla River and the Tumalum River, branches of the Walla Walla River, was made today in the opinion of the Supreme Court in which the opinion of the lower court of Umatilla County is modified. The opinion of the higher court was written by Chief Justice Bean.

The case was brought by the Little Walla Walla Irrigation Union and 40 others as plaintiffs, appellants and cross-appellants, against the Fins Irrigation Company and about 400 others as defendants and respondents, of which about 50 were also cross-appellants.

In 1905 the Peacock Mill Company, owner of two flouring mills on the Walla Walla River, between the towns of Milton and Rosewater, began a suit against a large number of the users of water above the head of its millrace, including most of the defendants in this suit, for the purpose of having the amount and priority of its water right for mill power adjudicated and to enjoin the defendant from interfering therewith. The suit went to issue and some evidence was taken.

In August of the same year the plaintiffs in the present suit, who are users of water from below the head of the mill company's race and therefore not parties to the mill company's suit, commenced the present suit against the defendants in the mill company's suit and others, which also was put at issue and some evidence taken. In 1909 the mill company filed a complaint in intervention to this suit and the suits were consolidated and tried as one title.

The opinion sets out at length the various amounts of water to which the different parties are entitled. Other opinions today follow: George Perry, respondent, versus W. B. Hunt & Son, appellants, appealed from Lane County; Lawrence T. Harris, judge, conditionally reversed in an opinion by Justice Moore. This was an action to recover compensation for the use of machinery employed to aid in the construction of a railroad.

Masnerid & Quinn, appellants, versus the City of Eugene, appealed from Lane County; Lawrence T. Harris, judge, affirmed in an opinion by Justice Burnett. This was an action involving the construction of a canal in connection with the city waterworks.

AERIAL NAVIGATOR, WHO MET DEATH, AND WIFE, WHO PAINTED FROM SHOCK.



ABOVE, MELVIN VANIMAN AND MASCOT—BELOW MR. AND MRS. VANIMAN.

DIRIGIBLE BURSTS; FIVE FALL TO DEATH

Aeronaut Vaniman and Companions Killed Before Eyes of Wives.

2 BODIES FOUND IN WATER

Balloon Akron Making Trial Trip Above Sea When It Suddenly Bursts Into Flame and Plunges With Crew to Ocean Below.

(Continued From First Page.)

cause of the disaster. One is that air entered the gas bag. Another that the rays of the morning sun expanded the gas and caused the great envelope to burst. A third was that flames somehow reached the gasoline and a fourth theory was that a stray rope caught in one of the propellers, was shipped around, struck the gas bag, tore a hole in it, and the gas escaped.

Balloon Like Wellman's.

The longest flight the balloon made was last fall, when it spent the greater part of the day in the air near this city. At that time the gas in the bag was not sufficient to keep the big ship constantly in the air, and it had to make several landings. During the winter, Vaniman improved the ship through lessons learned in that flight.

In general appearance the Akron was not unlike the America, in which Walter Wellman and Vaniman attempted to cross the Atlantic Ocean in October, 1901, but there were many differences in the construction. The gasbag was 30 feet longer than that of the America, but was smaller in diameter. The diameter was:

Length of bag, 258 feet; diameter, 47 feet. The bag was made of a composition of rubber and was constructed in Ohio. Beneath was the car, similar in shape to the America's, but longer, perhaps 150 feet long. The bottom of the car was composed of a round steel tank two feet in diameter and about 160 feet long. In this tank was stored the gasoline. The car was connected with the gasbag by a tube of light construction. On top of the tank was a platform of two-inch boards, and on this rested one 10-horsepower motor, two of 50-horsepower, one 17-horsepower motor and a small dynamo.

Four Motor in Craft. The 100-horsepower motor was used for the two forward vertical propellers, and the other two large motors for the two pairs of orientable propellers. These propellers could be turned from the horizontal to the vertical and were used to raise or lower the ship. The small motor and dynamo were used for electric lighting and to furnish power to the wireless outfit.

The sleeping accommodations for the crew consisted of hammocks strung up in the car. For a week the airman had been planning to make another flight and only awaited favorable winds. At daybreak today the conditions were satisfactory and the word was given. A hundred policemen and firemen were summoned and sent up to the inlet to assist in getting the balloon out of the immense hangar. Once clear of the shed, Vaniman jumped into the car, where the other four men had already gone, and he gave the word to "let go."

Instantly the ship rose, slowly at first and swaying from side to side. Then she rose rapidly. Vaniman appeared to have complete control, and after circling about over the inlet and the mainland the ship's nose was pointed out to sea.

seemed at the start more successful than any yet attempted. The crew seemed to have better control than ever before. Starting out of the hangar the ship rose slowly from the ground and passed easily out over the water of the inlet, grazing the masts of the fleet of yachts anchored there. "Vaniman and his crew were cheered by a number of fishing parties at the inlet, about to start out for a day's sport. The whistles of a fleet of motorboats sounded a 'Godspeed' to the airship and its crew.

"After getting up about 300 feet the ship made a complete circle of the waters of Grassy Bay. Apparently Vaniman was making a test of the air current.

Craft Falls Like Shot. "The airship passed over the Royal Palace Hotel," he said, "and then flew over the southern section of the city. Soon after the puff of smoke was seen the men on the airship were seen gathered on one side of the craft. The spectators, however, did not realize that anything had happened until suddenly the huge bag was seen to buckle from the two ends, forming a perfect 'U.' There was no report, but immediately the collapsed bag fell toward the ocean with frightful velocity.

"The forms of five men could be seen plunging down through the air from the great height, their bodies turning over and over again before they sank in the sea just off the outside bar and not far from the buoy. From the board walk, abreast of the lifesaving station, it looked as if the now limp gasbag and its metal framework covered their bodies.

"Men on the board walk turned their eyes from the sight, and women screamed. One man who seemed to grasp the situation made a dash to a hotel to telephone for help. A large launch, on the way to the fishing ground, blew a whistle to attract the attention of the other boats, and in a short time the inlet waters were black with boats rushing to the aid of the men.

Vaniman Sincerely Mourned. Vaniman, because of his genial disposition, had endeared himself to the citizens of Atlantic City and his untimely end caused universal sorrow here.

To a reporter who recently interviewed him, he expressed the utmost confidence in the Akron to "make good." He was constantly aware of the dangerous nature of the gas for inflating the bag, but he felt that it was safe from explosion as no flame could reach it.

One theory of the cause of the explosion was that the gasoline used for operating the engines exploded and in turn communicated with the gas in the balloon.

Vaniman had recently been testing an entirely new material for the gasbag. It is reinforced with wire, and Vaniman claimed that with it he could construct a balloon that would neither expand nor contract, thus producing a dirigible that would stay in the air under the control of engines and steering apparatus.

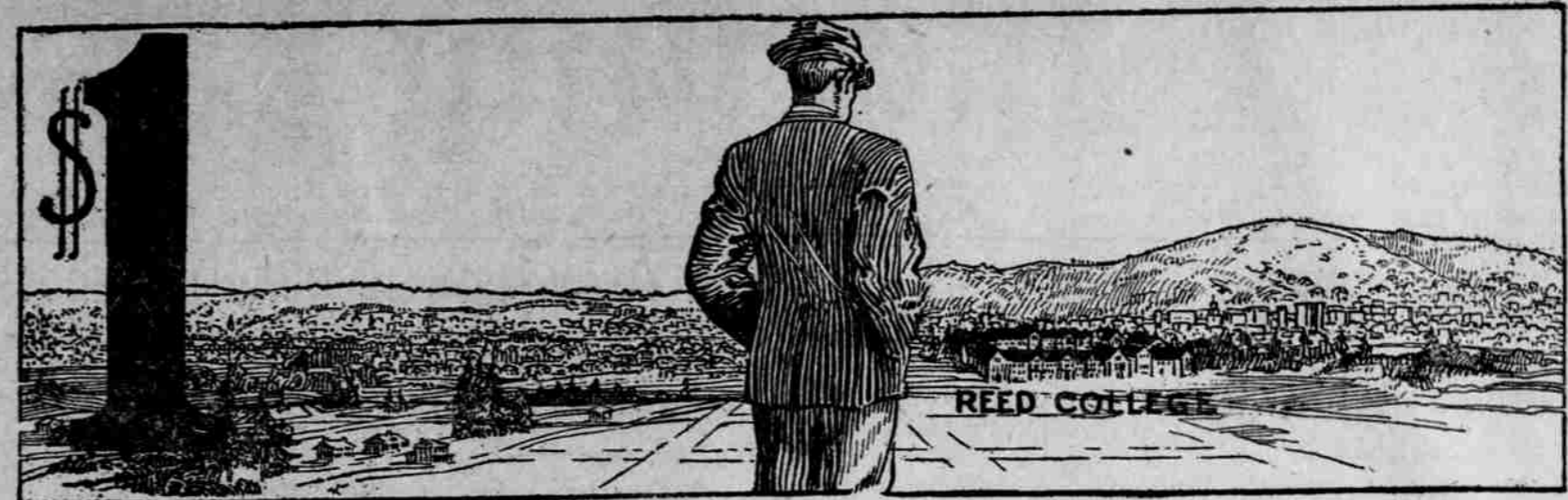
On his last two trips Vaniman dispensed with the services of his wireless operator and had removed the apparatus, thus giving his crew additional room in the working quarters.

That somebody had let too much free gas into the engine and backed up the exhaust was the theory of Chief Free, of the fire department, who was on hand with his men to help in launching the balloon.

Screams of Victims Heard. "I had no idea there was anything wrong until I suddenly saw the smoke change into flame and saw the entire rear of the big gas bag go up as if by explosion," he said.

"We heard the screams of the men. The sight was awful. The big balloon dipped down by the stern and started toward the earth at a terrific rate. I turned my head away, but the screams of the crowd forced me to turn back and I saw the balloon collapse and dive down toward the water."

Despite the intensity of his grief Mrs. Vaniman talked of her husband. "He was so very brave," she said, "that I believe he never knew what fear was. I never presumed to urge him not to go up for I knew that it would not influence him. It would be more exact to say that he would not even hear what I said. He was devoted to his work and flight in the air, however dangerous, was to him merely an incident. It was a step in the pleasurable science of air navigation which he studied when he was awake and dreamed of when he slept.



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was my husband. I saw him spread out in the air flat, as he fell and then—oh! I can scarcely speak of it—all grew dark before me. They were so high in the air—it must have been a thousand feet.

"Before I fainted, I now remember, the car turned with one end downward and it fell towards the sea like a cloth, all in a string. I can recall that picture all the rest of my days, it is photographed on my mind.

"All these years of my husband's struggle he and I have been as one. I planned with him, I shared his troubles and did what I could to encourage him. At times, in Europe, things were very depressing, but Mr. Zeiberling, of Akron, has been a splendid friend. We have never heard from him one word except in praise.

"This Akron he was using for experiment only in a field that he believed already passed in the science of aeronautics. His particular reason for going up today was to try out a contrivance he had for estimating the speed on aeroplane travels, an invention of his own, based upon measurements on ground glass through an inverted camera showing the earth or sea moving down below."

NAVY RETIRES OFFICERS

NAMES CHOSEN BY PLUCKING BOARD MADE KNOWN.

List Comprises Three Captains, Four Commanders and Five Lieutenant-Commanders.

WASHINGTON, July 2.—The names of 12 Navy officers selected by the plucking board for involuntary retirement were made public today at the Navy Department. There are three captains, four commanders and five lieutenant-commanders in the list. The names are: Captains—Charles M. Fahn, relieved

of command of the cruiser California, proceeding home by way of Europe; George R. Sallsbury, waiting orders, Independence, Mo.; Reuben O. Ritter, captain of Navy Yard, Boston, Mass. Commanders—Matt H. Signor, Naval War College; Armistead Rust, captain of the yard, Charleston, S. C.; Marcus L. Miller, commanding the gunboat Vicksburg; Charles H. Hayes, War College.

Lieutenant-Commanders—Robert W. Henderson, inspector of ordnance, General Electric Company, Schenectady, N. Y.; Walter Ball, Naval Home, Philadelphia; Leland F. James, at hospital, Puget Sound; Cassius Barnes, executive officer of the receiving ship at New York, and Hugh McE. Walker, in

charge of the branch hydrographic office, Boston. The retirements took effect yesterday. Normal School Alumni Meet. ASHLAND, Or., July 2.—(Special.)—Responding to a call for the annual meeting of the Southern Oregon State Normal Alumni Association, held here Friday, June 28, came representatives from every class that has graduated. They came all the way from Douglas, Alaska; Calgary, Canada; Portland, Corvallis, Klamath Falls, Toledo, Central Point, Medford, Siskiyou and Ashland, and its surrounding territory.

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Special Excursion \$5.80 Portland to Tacoma and Return (Montana Fests) Tickets on sale June 30th, July 2d, 3d, 4th. Good for return on any Great Northern train up to and including midnight of July 5. 3 Trains Daily 3 Leave Portland (11th and Hoyt-st. Depot.) 10 A. M. 5 P. M. 12:15 Midnight Tickets, parlor car seats and berths at City Ticket Office, 122 Third St., and at Depot. H. DICKSON, C. P. & P. A. Telephones—Marshall 3071 A 2286 Great Northern Railway

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AFTERNOON SHOWS START

Manager Cordray Announces Matinees at the Oaks.

John F. Cordray, manager of the Oaks, announced last night that, beginning today matinees would be inaugurated at the Oaks amusement park. King Pharaoh, the educated horse; Lady Livingstone, the skating bear; and the Neapolitan and Punch and Judy are the afternoon features, the additional band concerts being held at night.

Wallowa Will Celebrate.

WALLOWA, Or., July 2.—(Special.)—Wallowa will start its two days' celebration of the Fourth tomorrow. The celebration will be on a more elaborate scale than anything yet tried in Wallowa County. Already people are arriving from the Flora and Promise country, 50 miles away. A feature of the celebration will be the organization of a Wallowa County Pioneers' Association. T. T. Geer, of Portland, will make the principal address at the pioneers' meeting.